

## ABSTRACT

A method of controlling the fuel quantity injected into an internal combustion engine having a number of injectors; for each injection, the method including the steps of determining a nominal energization time; determining a correction energization time; determining, in the event the required nominal fuel quantity is below a predetermined threshold, a corrected energization time by correcting the nominal energization time as a function of the correction energization time; and exciting an injector for the corrected energization time; the correction energization time being determined by: performing, in the presence of a predetermined series of operating conditions of the engine, a succession of energizations of the injector of gradually increasing energization times; determining a quantity related to the output torque of the engine; and calculating the correction energization time as a function of the quantity related to the output torque.